

*Wisconsin Department of Transportation*

*Report To The Transportation Projects Commission*

*On*

*Status of Major Highway Projects*

*August 2006*

**August 2006  
Major Project Status Report  
Glossary of terms**

**Project:** Route number and statutory limits of a project.

**Enumeration Year:** Year in which the project was enumerated in the statutes.

**Region:** Wisconsin Department of Transportation (WisDOT) region in which the project is primarily located.

**Current Status:** Expenditures to date and the estimated cost to complete construction of the project, by category.

**Cost Category:** The cost for each project is broken into three primary categories:

**Design:** The cost to develop and design the project.

**Real Estate:** The cost to negotiate and purchase the land required to construct the project.

**Construction:** The cost to build the project including materials, jurisdictional transfers, and construction engineering.

**Cost to Date:** The cost, by category, encumbered in the WisDOT Financial Operating System as of June 25, 2006.

**Cost to Complete:** Estimated cost, by category, remaining to complete the project at 2006 market prices.

**Project Cost Estimate Information:** Additional information about the current cost estimates, the previous cost estimates, and reasons for changes since the last report.

**Current Estimate (February 2006):** The estimate provided to the Transportation Projects Commission in the February 2006 report.

**Current Estimate (August 2006):** The updated estimate provided to the Transportation Projects Commission in this report.

**Change Since Last Report:** The difference between the current cost estimate of this report and the cost estimate in the last report, and the associated percent change by category.

**Reason for Change in Cost Estimate:** A brief explanation for the change in the cost estimates between reports.

## Major Project Status Report August, 2006

**Project:** USH 12    SAUK CITY - MIDDLETON

**Enumeration Year:**    1993

**Region:** SW

**Project  
Description:**

This project replaces 18 miles of 2-lane roadway with a four-lane divided highway. Approximately 2 miles in the Middleton area is built to freeway standards and the remaining 16 miles is built to expressway standard. The two-mile freeway section of the Middleton Bypass is built on new alignment with 2 new interchanges and one reconstructed existing interchange at US 14/University Avenue. On the remaining 16 miles, the new roadway uses a combination of old and new alignments. Old, deteriorated pavement was replaced, deficient vertical and horizontal alignment elements were improved and at-grade accesses and intersections were consolidated and improved. Access control was acquired in the expressway portion of the project. On the Middleton Bypass section, the project constructed 14 new bridges. A new 900-foot structure was built across the Wisconsin River in Sauk City along side the existing redecked structure. This new structure's deck is joined with the existing structure giving the appearance of a single bridge.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$13.9	\$2.0	\$15.9	\$15.9	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$35.7	\$0.0	\$34.9	\$35.7	\$0.8	2%	<ul style="list-style-type: none"> <li>There were unanticipated real estate costs for a project on a state route in the City of Middleton that will be jurisdictionally transferred to the local municipality.</li> <li>Additional real estate was purchased for potential future work at the CTH P intersection.</li> </ul>
Construction	\$72.6	\$12.2	\$83.8	\$84.8	\$1.0	1%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
Totals	\$122.2	\$14.2	\$134.6	\$136.4	\$1.8	1%	

## Major Project Status Report August, 2006

**Project:** USH 12 LAKE DELTON - SAUK CITY

**Enumeration Year:** 1997

**Region:** SW

<b>Project Description:</b>	This project will add a 4-lane bypass for USH 12 from IH 90/94 to Ski Hi Road where it will blend into an existing 4-lane roadway. This 4-lane bypass will be built to freeway standards with access at interchanges only.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$4.9	\$3.7	\$8.4	\$8.6	\$0.2	2%	<ul style="list-style-type: none"> <li>Additional coordination required with HoChunk Nation, property owners and agencies.</li> </ul>
Real Estate	\$5.4	\$32.6	\$20.9	\$38.0	\$17.1	82%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> <li>An additional \$4.0 million is needed to compensate landowners for severance of their properties.</li> </ul>
Construction	\$0.0	\$108.4	\$78.4	\$108.4	\$30.0	38%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
<b>Totals</b>	<b>\$10.3</b>	<b>\$144.7</b>	<b>\$107.7</b>	<b>\$155.0</b>	<b>\$47.3</b>	<b>44%</b>	

## Major Project Status Report August, 2006

**Project:** STH 26 JANESVILLE - WATERTOWN

**Enumeration Year:** 2001

**Region:** SW

**Project Description:**

This project replaces 50.4 miles of 2-lane roadway in Rock, Jefferson and Dodge Counties with a four-lane divided expressway. Bypasses of Milton, Jefferson and Watertown will be added and 2 new lanes will be added to the existing bypass of Fort Atkinson. The existing alignment will be followed elsewhere and the recently constructed 4-lane segment at Johnson Creek will remain as is. Old, deteriorated pavement will be replaced and deficient vertical alignment elements will be improved. At-grade accesses and intersections will be consolidated and improved, and twelve interchanges and approximately 25 grade separations will be added. Interchange-only access will be used in the new alignment segments; access control will be acquired everywhere else.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$7.9	\$11.2	\$19.1	\$19.1	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$6.3	\$66.2	\$64.9	\$72.5	\$7.6	12%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> </ul>
Construction	\$0.0	\$250.8	\$181.0	\$250.8	\$69.8	39%	<ul style="list-style-type: none"> <li>Utility and railroad crossing cost estimates were not complete in previous reports. Implementing necessary utility and railroad crossing work for this project increases the estimated cost to complete by \$4.7 million.</li> <li>The balance of the cost increase is due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
Totals	\$14.2	\$328.2	\$265.0	\$342.4	\$77.4	29%	

## Major Project Status Report August, 2006

**Project:** STH 81/STH 213 BELOIT BYPASS

**Enumeration Year:** 1993

**Region:** SW

<b>Project Description:</b>	This project will add a 4 - lane bypass of Beloit for STH's 81 and 213. A new alignment will extend from STH 213 at Nye School Road southerly across STH 81 to the Illinois State Line. In Illinois the bypass will follow existing Prairie Hill Road to Illinois Highway 251, then turn south to connect with Rockton Road and IH 39/90. The project is 9 miles long, with approximately 2.8 miles in Wisconsin and the remainder in Illinois. Costs reflect only the Wisconsin portion of the project.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$0.1	\$0.9	\$1.0	\$1.0	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$0.0	\$2.2	\$1.9	\$2.2	\$0.3	16%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> </ul>
Construction	\$0.0	\$4.6	\$4.2	\$4.6	\$0.4	10%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
<b>Totals</b>	<b>\$0.1</b>	<b>\$7.7</b>	<b>\$7.1</b>	<b>\$7.8</b>	<b>\$0.7</b>	<b>10%</b>	

## Major Project Status Report August, 2006

**Project:** USH 151 DICKYVILLE - BELMONT

**Enumeration Year:** 1997

**Region:** SW

**Project Description:**

This project replaces 17.5 miles of 2-lane roadway in Grant and Lafayette Counties with a four-lane divided expressway. The expressway added bypasses of the communities of Dickeyville and Platteville. The project is on new alignment between Platteville and Belmont and follows the existing alignment elsewhere. Old deteriorated pavement was replaced, deficient vertical and horizontal alignment elements were improved, and additional grade accesses and intersections were consolidated and improved. Interchange-only access is in place in the new alignment segments; access control was acquired everywhere else. The project also reconstructed portions of all intersecting side roads, including four interchanges and three grade separations.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$6.9	\$0.0	\$6.7	\$6.9	\$0.2	3%	<ul style="list-style-type: none"> <li>Final design engineering costs were higher than anticipated.</li> </ul>
Real Estate	\$12.8	\$0.0	\$12.5	\$12.8	\$0.3	2%	<ul style="list-style-type: none"> <li>Acquired a few extra parcels during late stages of construction to accommodate unexpected site conditions.</li> <li>Litigation related to property valuations resulted in two relatively large settlements.</li> </ul>
Construction	\$78.4	\$1.3	\$76.4	\$79.7	\$3.3	4%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> <li>Higher than expected field engineering costs due to extension of project time and unanticipated field changes.</li> </ul>
Totals	\$98.1	\$1.3	\$95.6	\$99.4	\$3.8	4%	

## Major Project Status Report August, 2006

**Project:** USH 14 VIROQUA - WESTBY

**Enumeration Year:** 2003

**Region:** SW

**Project Description:** This project begins at the STH 27/82 intersection with USH 14/61 south of Viroqua and extends to Cut Across Road west of Westby. The work involves constructing two-lane rural bypasses on two-lane right of way east of Viroqua and west of Westby. The project also includes reconstructing the existing two-lane rural highway to a four-lane divided highway between Westby and Viroqua. Total project length is 12.6 miles.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$1.0	\$2.3	\$2.4	\$3.3	\$0.9	38%	<ul style="list-style-type: none"> <li>Cost increases are due to the inflationary increases associated with the need to update and supplement the EIS, which was completed in 2003.</li> </ul>
Real Estate	\$0.2	\$11.1	\$8.3	\$11.3	\$3.0	36%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area, estimated severance damages, and/or refinements in the estimated acres of land needed for the project.</li> </ul>
Construction	\$0.0	\$37.0	\$32.6	\$37.0	\$4.4	13%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
Totals	\$1.2	\$50.4	\$43.3	\$51.6	\$8.3	19%	



## Major Project Status Report August, 2006

**Project:** USH 18 PRAIRIE DU CHIEN - STH 60

**Enumeration Year:** 2003

**Region:** SW

**Project Description:** This project begins at STH 60 near Bridgeport and extends to the Wisconsin St/Iowa Street intersections in Prairie du Chien. The work involves reconstructing the existing two-lane highway to a four-lane divided highway south of Prairie du Chien between South Town Lane and STH 60. The project also constructs a two-lane urban roadway with right of way preserved for a future four-lane facility on the La Pointe Street - Main Street alignment. A grade separation over the BNSF railroad is included in the plans.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$1.4	\$1.7	\$3.1	\$3.1	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$0.3	\$2.1	\$1.9	\$2.4	\$0.5	26%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> </ul>
Construction	\$0.0	\$19.4	\$18.9	\$19.4	\$0.5	3%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
Totals	\$1.7	\$23.2	\$23.9	\$24.9	\$1.0	4%	

## Major Project Status Report

### August, 2006

**Project:** USH 53 LACROSSE CORRIDOR

**Enumeration Year:** 1997

**Region:** SW

**Project Description:**

The currently enumerated Alternative 5B-1 (project length 6.1 miles):

- Extends STH 157 to existing River Valley Drive near Palace Street; extends 12th Avenue from CTH SS to STH 16; and constructs a new interchange between the STH 157 and 12th Avenue extensions
- Follows River Valley Drive corridor between Palace and St. James Streets
- Follows Harvey Street Corridor between St. James and Monitor Streets
- Follows abandoned railroad corridor between Monitor and La Crosse Streets
- Follows Sixth and Seventh Street Corridor (converted to a one way pair) as system connection to South Avenue

The MPO is currently updating the area's Long Range Transportation Plan and is studying options for the project.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$0.1	\$7.1	\$6.7	\$7.2	\$0.5	7%	<ul style="list-style-type: none"> <li>The La Crosse Area MPO has recently adopted an action plan for the long-range transportation plan. Within the adopted plan, it was decided to study the impacts and determine the most feasible improvements from Gillette Street south. The corridor study will determine the most feasible and publicly-acceptable improvements to address the deficiencies in the north/south corridor from Gillette Street to South Avenue. A consultant contract will be needed to accomplish this study, at an additional cost of \$500,000.</li> </ul>
Real Estate	\$0.0	\$11.8	\$11.0	\$11.8	\$0.8	7%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> </ul>
Construction	\$1.0	\$98.1	\$87.1	\$99.1	\$12.0	14%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
Totals	\$1.1	\$117.0	\$104.8	\$118.1	\$13.3	13%	

## Major Project Status Report August, 2006

**Project:** STH 11 BURLINGTON BYPASS

**Enumeration Year:** 1997

**Region:** SE

<b>Project Description:</b>	This project will construct an 11-mile 4-lane divided rural highway entirely on new alignment along the west, south and east sides of the City of Burlington. The roadway will include one full interchange, four jug handle interchanges, two at-grade signalized intersections, and two at-grade unsignalized intersections.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$6.0	\$2.4	\$7.2	\$8.4	\$1.2	17%	<ul style="list-style-type: none"> <li>Design costs have been increased for improvements to state routes that will be jurisdictionally transferred to local municipalities.</li> </ul>
Real Estate	\$12.5	\$3.3	\$11.4	\$15.8	\$4.4	39%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> </ul>
Construction	\$4.2	\$116.5	\$96.7	\$120.7	\$24.0	25%	<ul style="list-style-type: none"> <li>Previous estimates failed to include \$6.1 million for planned improvements to current state routes that will be jurisdictionally transferred to local municipalities when the project is complete.</li> <li>The balance of the cost increase is due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
<b>Totals</b>	<b>\$22.7</b>	<b>\$122.2</b>	<b>\$115.3</b>	<b>\$144.9</b>	<b>\$29.6</b>	<b>26%</b>	

## Major Project Status Report August, 2006

**Project:** USH 12 WHITEWATER BYPASS

**Enumeration Year:** 1991

**Region:** SE

<b>Project Description:</b>	This project relocates USH 12, south of the City of Whitewater in the counties of Rock, Jefferson and Walworth. The project was designed to provide for future expansion to freeway standards. Right of way was purchased to provide for four lanes of roadway and interchanges at selected side roads. Construction is a two lane rural highway, which will be the future westbound traffic lanes. At grade intersections are provided where future interchanges are planned.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$4.5	\$0.3	\$6.1	\$4.8	-\$1.3	-21%	<ul style="list-style-type: none"> <li>The project is essentially complete; costs for design were over-estimated.</li> </ul>
Real Estate	\$7.5	\$1.7	\$7.8	\$9.2	\$1.4	18%	<ul style="list-style-type: none"> <li>This estimate includes anticipated costs of \$1.0 million for the settlement of property valuation cases currently under litigation on two parcels.</li> <li>The balance of the cost increase is due to higher market values for properties in the area.</li> </ul>
Construction	\$21.1	\$3.2	\$22.8	\$24.3	\$1.5	7%	<ul style="list-style-type: none"> <li>The increase is for safety improvements to at grade intersections that are part of the bypass.</li> </ul>
<b>Totals</b>	<b>\$33.1</b>	<b>\$5.2</b>	<b>\$36.7</b>	<b>\$38.3</b>	<b>\$1.6</b>	<b>4%</b>	

## Major Project Status Report August, 2006

**Project:** STH 16 OCONOMOWOC BYPASS

**Enumeration Year:** 1995

**Region:** SE

<b>Project Description:</b>	This project constructs a 4-lane divided expressway around the City of Oconomowoc in Waukesha and Jefferson Counties. The purpose of the project was to create an alternative route for thru truck traffic using existing STH 16 and STH 67 thru downtown Oconomowoc.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$2.8	\$0.5	\$3.3	\$3.3	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$12.4	\$1.0	\$13.2	\$13.4	\$0.2	2%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> </ul>
Construction	\$26.9	\$9.4	\$36.0	\$36.3	\$0.3	1%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
<b>Totals</b>	<b>\$42.1</b>	<b>\$10.9</b>	<b>\$52.5</b>	<b>\$53.0</b>	<b>\$0.5</b>	<b>1%</b>	

## Major Project Status Report August, 2006

**Project:** USH 151 WAUPUN - FOND DU LAC

**Enumeration Year:** 1989

**Region:** SE

**Project Description:**

The first USH 151 segment of this project is 12.7 miles from STH 49 on the east side of the City of Waupun to CTH D on the west side of the City of Fond du Lac. The existing two-lane highway will be converted to a 4-lane divided highway designed to be transitioned to a future freeway. This segment includes the USH 151 business interchange at Waupun, STH 26 interchange, CTH Y overpass and 12 at-grade intersections. The next segment relocates USH 151 to create 3.1 mile bypass around the south and west sides of the City of Fond du Lac from CTH D to STH 175. The roadway will be a 4-lane divided freeway with interchanges at CTH D, Hickory Street, an overpass structure on River Road and an overpass structure for the Canadian National RR.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$10.0	\$0.5	\$9.8	\$10.5	\$0.7	7%	<ul style="list-style-type: none"> <li>Cost increases are for the design of an interchange at STH 175.</li> </ul>
Real Estate	\$12.7	\$1.3	\$13.7	\$14.0	\$0.3	2%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> </ul>
Construction	\$57.9	\$45.4	\$95.4	\$103.3	\$7.9	8%	<ul style="list-style-type: none"> <li>\$3.8 million increase is for the construction of an interchange at STH 175 in order to avoid creating an unsafe at grade intersection on the project.</li> <li>The balance of the cost increase is due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
Totals	\$80.6	\$47.2	\$118.9	\$127.8	\$8.9	7%	

## Major Project Status Report August, 2006

**Project:** USH 151 FOND DU LAC BYPASS

**Enumeration Year:** 1993

**Region:** SE

<b>Project Description:</b>	The project relocates USH 151 to create a 7.8 miles bypass around the south and east sides of the City of Fond du Lac from existing USH 41 on the southwest side of the city to STH 149 on the northeast side of the city. The roadway will be a 4-lane divided expressway from USH 41 to STH 23 and then a 2-lane highway with right of way for a 4-lane to STH 149. There is a grade separated structure at the Fox Valley RR line, diamond interchange at STH 23 and a jug handle interchange at USH 45, the 9 remaining intersections will be at-grade.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$3.2	\$0.1	\$3.1	\$3.3	\$0.2	6%	<ul style="list-style-type: none"> <li>Cost increases are for the design of additional safety improvements.</li> </ul>
Real Estate	\$5.9	\$2.0	\$6.3	\$7.9	\$1.6	25%	<ul style="list-style-type: none"> <li>The cost increase is due to costs associated with jurisdictionally transferring the remaining segment to the local municipality, higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> </ul>
Construction	\$29.6	\$7.8	\$35.9	\$37.4	\$1.5	4%	<ul style="list-style-type: none"> <li>\$1.0 million is for additional safety improvements to at grade intersections that are part of the bypass.</li> <li>The balance of the cost increase is due to higher prices for construction materials, costs associated with jurisdictionally transferring the remaining segment to the local municipality, and/or refinements in the estimated quantities needed for the project.</li> </ul>
Totals	\$38.7	\$9.9	\$45.3	\$48.6	\$3.3	7%	

## Major Project Status Report August, 2006

**Project:** USH 10 STH 110 - USH 45

**Enumeration Year:** 1989

**Region:** NE

<b>Project Description:</b>	USH10 was reconstructed and open to traffic in 2003. The project involved extending USH 10 as a 4-lane freeway on new alignment for 16.4 miles from old USH 45 to Fremont in Winnebago County. The project included two systems interchanges, three service interchanges, and construction of frontage roads.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$4.4	\$1.1	\$5.5	\$5.5	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$9.3	\$0.0	\$9.2	\$9.3	\$0.1	1%	<ul style="list-style-type: none"> <li>Minor change identified in project closeout.</li> </ul>
Construction	\$81.8	\$0.7	\$82.5	\$82.5	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Totals	\$95.5	\$1.8	\$97.2	\$97.3	\$0.1	0%	



Major Project Status Report August, 2006							
Project: STH 23    STH 67 - USH 41			Enumeration Year: 1999			Region: NE	
Project Description:	The ultimate facility type design for this project converts the existing two-lane STH 23 between the cities of Fond du Lac and Plymouth to a four-lane, median divided expressway with at-grade intersections. The highway facility on each end of the project is currently four-lanes. This last remaining two-lane section of STH 23 between Fond du Lac and Sheboygan is approximately 19 miles in length. The expressway improvements typically will provide for two new lanes alongside the existing roadway while flattening hills and curves and replacing old pavement.						
Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Currrent Estimate (Millions)		Change Since Last Report		
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	Reason for Change in Cost Estimate
Design	\$2.1	\$9.5	\$11.6	\$11.6	\$0.0	0%	<ul style="list-style-type: none"><li>No change.</li></ul>
Real Estate	\$0.0	\$15.1	\$15.1	\$15.1	\$0.0	0%	<ul style="list-style-type: none"><li>No change.</li></ul>
Construction	\$0.0	\$68.9	\$68.9	\$68.9	\$0.0	0%	<ul style="list-style-type: none"><li>No change.</li></ul>
Totals	\$2.1	\$93.5	\$95.6	\$95.6	\$0.0	0%	

## Major Project Status Report August, 2006

**Project:** USH 41 OCONTO-PESHTIGO

**Enumeration Year:** 1999

**Region:** NE

**Project  
Description:**

This project converts the existing two-lane USH 41 roadway between the cities of Oconto and Peshtigo to a four-lane, median divided expressway with at-grade intersections. This is the last remaining USH 41 two-lane rural segment within Wisconsin. The length of the expressway is 10.4 miles. The expressway improvements typically will provide for two new lanes alongside the existing USH 41 roadway while flattening hills and replacing old pavement. The project also includes construction of Oconto and Peshtigo bypasses. The bypasses will be built to freeway standards with access limited by the use of interchanges, side road overpasses and side road closures. Total length of the project, including the bypasses, is 21.4 miles.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$4.6	\$2.9	\$7.5	\$7.5	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$3.7	\$17.5	\$21.2	\$21.2	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Construction	\$0.0	\$142.1	\$117.6	\$142.1	\$24.5	21%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
Totals	\$8.3	\$162.5	\$146.3	\$170.8	\$24.5	17%	

## Major Project Status Report August, 2006

**Project:** USH 41 STH 26 - BREEZEWOOD LANE

**Enumeration Year:** 2003

**Region:** NE

<b>Project Description:</b>	USH 41 is scheduled to be upgraded from four lanes to six lanes by adding lanes to the median. Project includes reconstruction of the 9th Street, STH 21, USH 45, and the Breezewood Interchanges to accommodate future traffic volumes. The STH 44 Interchange and STH 76 Interchange will include minor revisions to accommodate future traffic. The 40 year old pavement will be replaced with the project.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$2.6	\$25.0	\$27.6	\$27.6	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$0.2	\$46.6	\$35.1	\$46.8	\$11.7	33%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the interchanges.</li> </ul>
Construction	\$0.0	\$263.1	\$229.5	\$263.1	\$33.6	15%	<ul style="list-style-type: none"> <li>\$6.2 million increase is for the construction of a USH 45/County T Interchange, to be included in this project to address the operational and safety issues on USH 45 expected because of the close proximity to the planned new free-flow ramps of the USH 41/45 interchange.</li> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
<b>Totals</b>	<b>\$2.8</b>	<b>\$334.7</b>	<b>\$292.2</b>	<b>\$337.5</b>	<b>\$45.3</b>	<b>16%</b>	

## Major Project Status Report

August, 2006

**Project:** USH 41    DEPERE - SAUMICO

**Enumeration Year:**    2003

**Region:**    NE

<b>Project Description:</b>	The project will expand 14 miles of USH 41 in Brown County from four lanes to six lanes by adding lanes to the median. Portions of the project will also have auxiliary lanes added between interchanges to reduce congestion and improve safety. The project includes the reconstruction of eight interchanges (County F, County G, County AAA, County VK, STH 54, STH 29, USH 141 and IH 43) to accommodate existing and future traffic volumes. Seventy-three structures will need to be reconstructed to accommodate the third lane and raised to provide the necessary vertical clearance over the under passing side roads. The 40+ year old pavement will also be replaced as a result of the grade changes at the structures.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$2.9	\$29.6	\$32.5	\$32.5	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$0.0	\$23.7	\$23.7	\$23.7	\$0.0	0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$0.0	\$360.3	\$308.5	\$360.3	\$51.8	17%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> </ul>
Totals	\$2.9	\$413.6	\$364.7	\$416.5	\$51.8	14%	

## Major Project Status Report August, 2006

**Project:** STH 57 DYCKESVILLE - STURGEON BAY

**Enumeration Year:** 1997

**Region:** NE

<b>Project Description:</b>	This is a highway expansion project converting STH 57 to a four-lane expressway. The project will construct four new lanes along the 20 mile segment. The existing two-lanes will remain in-place as a county road. Access will be restricted to most major sideroad intersections and several driveways.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$6.7	\$2.3	\$9.0	\$9.0	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$12.9	\$7.3	\$20.2	\$20.2	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Construction	\$21.5	\$46.0	\$67.5	\$67.5	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
<b>Totals</b>	<b>\$41.1</b>	<b>\$55.6</b>	<b>\$96.7</b>	<b>\$96.7</b>	<b>\$0.0</b>	<b>0%</b>	

Major Project Status Report August, 2006								
Project: USH 45 (STH 110 PROJECT)    USH 41 - STH116			Enumeration Year: 1991			Region: NE		
Project Description:		STH 110 was reconstructed and open to traffic in 2003. The project included relocating STH 110 on a new alignment for 4 miles and expanding to 4 lanes on current alignment for 4 miles. Upgrade included construction of frontage roads and 4 grade separations to accommodate local traffic needs while maximizing the safety of through traffic on STH 110. The project included the construction of a diamond interchange at STH 116/County GG.						
Current Status			PROJECT COST ESTIMATE INFORMATION					
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Currrent Estimate (Millions)		Change Since Last Report			
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent		
Design	\$1.4	\$1.3	\$2.7	\$2.7	\$0.0	0%	• No change. The design was completed in 2003.	
Real Estate	\$8.4	\$0.0	\$8.0	\$8.4	\$0.4	5%	• All litigation regarding property valuation is complete.	
Construction	\$32.0	\$0.0	\$32.0	\$32.0	\$0.0	0%	• No change. All work is complete.	
Totals	\$41.8	\$1.3	\$42.7	\$43.1	\$0.4	1%		

Major Project Status Report August, 2006							
Project: USH 141    STH 22 - STH 64			Enumeration Year: 1997			Region: NE	
Project Description:	This project converts the existing two-lane USH 141 roadway between LeMere Road in Oconto County and 6th Road in Marinette County to a four-lane, median divided expressway. The expressway improvements will provide for two new lanes alongside the existing USH 141 roadway while flattening hills and replacing old pavement. The project also includes bypasses of the villages of Lena, Coleman and Pound. At-grade intersections will be constructed along the expressway along with interchanges at Lena and Coleman. Side road overpasses will also be constructed at two locations in Pound. The length of the project is 16.4 miles.						
Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Currrent Estimate (Millions)		Change Since Last Report		
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$3.4	\$0.3	\$3.7	\$3.7	\$0.0	0%	<ul style="list-style-type: none"><li>No change.</li></ul>
Real Estate	\$8.3	\$0.9	\$9.2	\$9.2	\$0.0	0%	<ul style="list-style-type: none"><li>No change.</li></ul>
Construction	\$45.3	\$6.7	\$52.0	\$52.0	\$0.0	0%	<ul style="list-style-type: none"><li>No change.</li></ul>
Totals	\$57.0	\$7.9	\$64.9	\$64.9	\$0.0	0%	

## Major Project Status Report August, 2006

**Project:** USH 10 MARSHFIELD - STEVENS POINT

**Enumeration Year:** 1989

**Region:** NC

<b>Project Description:</b>	This project constructs four new lanes for 31 miles, with the majority on new location. Bypasses of Stevens Point, Junction City, Milladore, Blenker, and Auburndale will significantly decrease travel time and increase safety. The project also includes a new crossing of the Wisconsin River, two railroad grade separations, and construction of four interchanges to reduce at grade crossings.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$4.9	\$10.7	\$15.4	\$15.6	\$0.2	1%	<ul style="list-style-type: none"> <li>Modest cost increases are due to inflation.</li> </ul>
Real Estate	\$3.0	\$15.0	\$16.0	\$18.0	\$2.0	13%	<ul style="list-style-type: none"> <li>Cost increases are due to higher market values for properties in the area and/or refinements in the estimated acres of land needed for the project.</li> <li>Cost also includes increases for relocation assistance and demolition costs.</li> </ul>
Construction	\$0.1	\$187.3	\$160.6	\$187.4	\$26.8	17%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> <li>New, larger, concrete girders are being used on the new Wisconsin River bridge in order to lengthen spans across the river to reduce impacts to sensitive wetlands.</li> </ul>
<b>Totals</b>	<b>\$8.0</b>	<b>\$213.0</b>	<b>\$192.0</b>	<b>\$221.0</b>	<b>\$29.0</b>	<b>15%</b>	



## Major Project Status Report August, 2006

**Project:** USH 10 STEVENS POINT - WAUPACA

**Enumeration Year:** 1989

**Region:** NC

<b>Project Description:</b>	This project reconstructs the 2-lane facility to provide a 4-lane divided highway for 21 miles with the majority on existing alignment. The project includes a 4.2 mile bypass of Amherst and Amherst Junction. The project includes 3.5 interchanges, 4 crossings of the Tomorrow/Waupaca River and several at grade intersections. All private access points are removed, except a commercial entrance to the County Materials Pit.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$2.8	\$0.7	\$3.2	\$3.5	\$0.3	9%	<ul style="list-style-type: none"> <li>Additional design effort needed for future relocation of an intersection due to a local railroad safety project scheduled in FY 2008</li> <li>Moved \$0.2 from construction to design and added \$0.1 for inflation.</li> </ul>
Real Estate	\$11.6	\$0.4	\$12.0	\$12.0	\$0.0	0%	<ul style="list-style-type: none"> <li>Real estate purchases completed.</li> </ul>
Construction	\$49.9	\$17.5	\$67.6	\$67.4	-\$0.2	0%	<ul style="list-style-type: none"> <li>No increase needed. Final project to be let in August.</li> </ul>
Totals	\$64.3	\$18.6	\$82.8	\$82.9	\$0.1	0%	

## Major Project Status Report August, 2006

**Project:** I39/USH 51 WAUSAU CORRIDOR

**Enumeration Year:** 2001

**Region:** NC

<b>Project Description:</b>	This project reconstructs seven miles of USH 51/STH 29, between Foxglove Road and Bridge Street in Marathon County. The project expands the current four-lane divided highway to a six-lane divided highway between the STH 29 east and STH 29 west interchanges. The existing interchanges are being replaced and modernized, including free flow interchanges at STH 29 east and west. A parallel local road system is being constructed to relieve pressure on the freeway during peak periods.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$20.8	\$2.6	\$22.2	\$23.4	\$1.2	5%	<ul style="list-style-type: none"> <li>Multiple changes to construction staging have resulted in changes to the traffic control plans.</li> <li>Additional traffic analysis required for staging configuration.</li> <li>Change in bridge standards necessitated a re-evaluation and modification to designs that were substantially complete.</li> <li>Undercut required due to poor soils discovered during construction.</li> <li>Signal re-timings added for multiple stages and detours for the project.</li> <li>Complexity of utility coordination.</li> </ul>
Real Estate	\$45.3	\$10.6	\$55.9	\$55.9	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Construction	\$68.2	\$131.8	\$171.0	\$200.0	\$29.0	17%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the project.</li> <li>Increased mobilization costs due to the number and frequency of stages.</li> </ul>
Totals	\$134.3	\$145.0	\$249.1	\$279.3	\$30.2	12%	

## Major Project Status Report August, 2006

**Project:** STH 29 IH 94 - CHIPPEWA FALLS

**Enumeration Year:** 1991

**Region:** NW

<b>Project Description:</b>	This project is approximately 19.1 miles long and is located between IH 94 in Dunn County to CTH J in Chippewa County. It expands the highway from two to four lanes, and relocates a portion of the existing highway with a bypass around the city of Chippewa Falls. Developing a 4 lane divided highway, eliminating specific at grade crossings, and bypassing Chippewa Falls provides much needed improvements.
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Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$14.1	\$0.0	\$14.1	\$14.1	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$14.5	\$0.1	\$14.6	\$14.6	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Construction	\$118.0	\$0.9	\$118.9	\$118.9	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
<b>Totals</b>	<b>\$146.6</b>	<b>\$1.0</b>	<b>\$147.6</b>	<b>\$147.6</b>	<b>\$0.0</b>	<b>0%</b>	

# Major Project Status Report

## August, 2006

**Project:** USH 53 EAU CLAIRE BYPASS

**Enumeration Year:** 1995

**Region:** NW

**Project Description:** This project is located between the Golf Road interchange in the City of Eau Claire and extends northerly approximately 7.5 miles to STH 29 in Chippewa County. All of it is on new alignment. It is being constructed as a freeway and will have four full interchanges and one partial interchange upon completion.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$6.0	\$3.0	\$9.0	\$9.0	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$21.7	\$0.1	\$23.4	\$21.8	-\$1.6	-7%	<ul style="list-style-type: none"> <li>Costs were lower than expected in settling property value litigation.</li> </ul>
Construction	\$88.9	\$56.6	\$141.5	\$145.5	\$4.0	3%	<ul style="list-style-type: none"> <li>Cost increases are due to higher prices for construction materials and/or refinements in the estimated quantities needed for the improvements to state routes that will be jurisdictionally transferred to local municipalities.</li> </ul>
Totals	\$116.6	\$59.7	\$173.9	\$176.3	\$2.4	1%	

## Major Project Status Report August, 2006

**Project:** STH 64 HOULTON - NEW RICHMOND

**Enumeration Year:** 1993

**Region:** NW

**Project Description:** This project is 13.1 miles long and is located in St. Croix County, between 150th Avenue east of Houlton and STH 65 in the City of New Richmond. It expands the highway from two to four lanes, and relocates a portion of it around the Village of Somerset. St. Croix County is the fastest growing county in the State of Wisconsin; state trunk highways are experiencing 6% per year traffic growth in the western side of the county. This explosive growth is driving the need to construct this project as soon as possible.

Current Status			PROJECT COST ESTIMATE INFORMATION				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate (Millions)		Change Since Last Report		Reason for Change in Cost Estimate
			Feb. 2006	Aug. 2006	Cost (Millions)	Percent	
Design	\$3.7	\$0.0	\$3.4	\$3.7	\$0.3	9%	<ul style="list-style-type: none"> <li>Minor design updates.</li> </ul>
Real Estate	\$20.0	\$2.2	\$19.2	\$22.2	\$3.0	16%	<ul style="list-style-type: none"> <li>Increase reflects expected costs for settlement of property value litigation.</li> </ul>
Construction	\$66.8	\$23.8	\$90.6	\$90.6	\$0.0	0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Totals	\$90.5	\$26.0	\$113.2	\$116.5	\$3.3	3%	

***Wisconsin Department of Transportation***

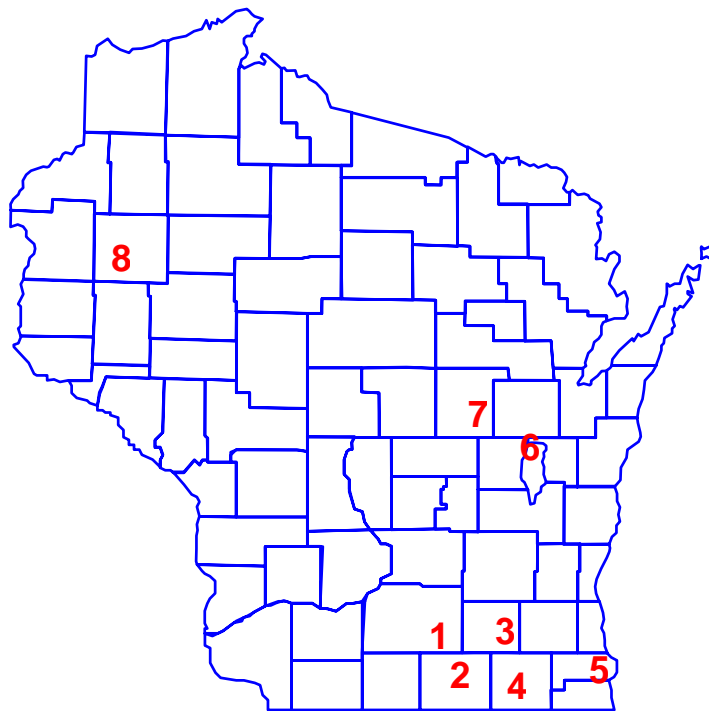
***August 2006***

***Major Highway Study Projects***

***Status Report Update***

***To The***

***Transportation Projects Commission***



1. ***USH 51***
2. ***IH-39***
3. ***USH 12***
4. ***USH14/STH 11***
5. ***STH 38***
6. ***USH 10/STH 441***
7. ***STH 15/Old USH 45***
8. ***USH 8***

***Stoughton – McFarland***  
***USH 12 – Illinois***  
***Fort Atkinson Bypass***  
***Janesville – IH-43***  
***Oakwood Road – County K***  
***County CB – Oneida Street***  
***STH 76 – New London***  
***STH 35 North – USH 53***

# General Information

This report provides information regarding the eight Major Highway Study Projects. The status report for each project includes a project location map, as well as general information such as:

- Project length
- Existing AADT
- Need for study
- Possible concept
- Study status

Also provided is a Cost Status Table that lists cost information related to the environmental studies. The Cost Status table provides estimates of Total Study Cost and Cost to Complete, as well as Cost to Date information. A sample cost table and definition of terms are as follows:

**Total Study Cost Estimate:** an estimate of the total cost required to conduct the environmental study through Record of Decision (ROD) or Finding of No Significant Impact (FONSI).

Please note that it is often difficult to predict how much work (cost) or how long it will take to conduct environmental studies. The sensitive environmental, social, economic, and political issues associated with most major studies involve unique circumstances that must be addressed through an evolving study process. These unique project characteristics make it difficult to develop study cost estimates with pinpoint precision.

**Cost to Date:** is the dollar amount expended on the study to date as of June 25, 2006. This information was obtained through WisDOT's Financial Operating System.

**Cost to Complete:** an estimate of the cost required to complete the study at 2006 market prices.

Study Project Cost Status Table – August 2006							
Project: <b>Sample Study Project</b> Region 0							
Cost Information in Millions of Dollars							
Cost Category	Cost To Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2006	Total Study Cost Estimate Aug. 2006	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	1.0	2.0	3.0	3.0	0.0		

Cost to Date is the amount expended on the project at the time of this report

Cost to Complete is the difference between Total Study Cost Estimate and Cost To Date.

Total Study Cost Estimate is the estimated total cost required to conduct the environmental study through ROD or FONSI.

Difference between Total Study Cost Estimate of this report and that of the previous report.

# USH 51 Stoughton - McFarland



Study Project Cost Status Table - August 2006							
Project: USH 51 Stoughton - McFarland							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb.2006	Total Study Cost Estimate Aug.2006	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.6	\$1.4	\$2.0	\$2.0	\$0.0	0.0%	** below

\*\*The August 2005 estimate was for an Environmental Assessment (EA). It has since been determined that an Environmental Impact Statement (EIS) is required; thus, the cost will increase by an estimated \$500,000. In addition, the range of alternatives to be considered has expanded. The February and August 2006 total study cost estimates include the \$500,000 increase.

Length: 14 miles in Dane County

Existing AADT: (Annual average daily traffic) 10,300 (rural) - 15,400 (urban) vehicles per day

Need for study: Provide increased capacity for existing and future traffic demand and improve safety to reduce crash rates.

Possible concept: Expand USH 51 from the existing two-lanes to four lanes. . Other alternatives to be considered include safety improvements on USH 51 combined with the expansion of other routes that could potentially serve traffic between the Stoughton area and Madison.

Study status: Needs assessment phase complete. Formal EIS process underway.

Percent of study completed: 25%

Estimated study completion date: October 2006

Project ready for TPC consideration: December 2008



# IH-39/90 USH 12 – Illinois



Study Project Cost Status Table - August 2006							
Project: IH-39/90 USH 12 – Illinois							
Region: SW							
Cost Information In Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb.2006	Total Study Cost Estimate Aug.2006	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$2.0	\$0.7	\$2.7	\$2.7	\$0.0	0.0%	** below

\*\*This cost is for an Environmental Assessment (EA). If it is later determined by FHWA that an Environmental Impact Statement (EIS) is required, this cost will increase by an estimated \$500,000.

- Length: 45 miles in Rock and Dane counties
- Existing AADT: (Annual average daily traffic) 47,100 - 68,200 vehicles per day
- Need for study: Expanding the existing roadway capacity will accommodate the increasing volumes of traffic on IH-39.
- Possible concept: Provide for capacity expansion by adding a third lane in each direction. The existing interchanges will be upgraded where needed. The existing structures will be widened, extended, or replaced as needed. Bridges with substandard vertical clearance will be raised to present standards. Additional non-interchange highway crossings will be studied.
- Study status: Percent of study completed: 90%
- Estimated study completion date: October 2006
- Preferred alternatives have been selected and Draft EA document is being reviewed for content.
- Value Planning Study final report for recommendations and costs was completed in September 2005.
- Project ready for TPC consideration: Winter 2007

## USH 12 Fort Atkinson Bypass



Study Project Cost Status Table - August 2006							
Project: USH 12 Fort Atkinson Bypass							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2006	Total Study Cost Estimate Aug. 2006	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$1.8	\$0.8	\$2.6	\$2.6	\$0.0	0.0%	

Length: 10.1 – 17.5 miles in Jefferson County

Existing AADT: (Annual average daily traffic) 6,900 (rural) - 15,500 (urban) vehicles per day

Need for study: Find ways to ensure USH 12 remains a safe and effective regional corridor meeting regional travel and shipping needs while continuing to support the existing and future transportation needs of the Fort Atkinson and Koshkonong communities.

Possible concept: Solutions to the needs identified in the study will include upgrading USH 12 and possible bypasses.

Study status: Draft EIS released for public comment in October 2005.  
Percent of study completed: 75%  
Estimated completion date for Final EIS: March 2007  
Anticipated Study Completion Date: Fall 2007  
Project ready for TPC consideration: Spring 2008

USH 14/STH 11 Janesville - IH-43



Study Project Cost Status Table - August 2006							
Project: USH 14/STH 11 Janesville - IH-43							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2006	Total Study Cost Estimate Aug. 2006	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.9	\$0.8	\$1.7	\$1.7	\$0.0	0.0%	

Length: 15 miles in Rock and Walworth counties

Existing AADT: (Annual average daily traffic) 7,700 - 10,100 vehicles per day

Need for study: Expansion to four lanes will be necessary to accommodate the increasing traffic volumes on USH 14/STH 11. Increasing crash rates, lower level of service, system linkage, smart growth planning and emergency evacuation management planning are other needs identified.

Possible concept: Expand the existing two-lane facility to four lanes. Provide for a freeway design in the IH-39/90 and I-43 areas. The study will also investigate a possible link between USH 14 to STH 11 west of Janesville.

Study status: Finishing the Needs Assessment Phase. Generating alternatives.

Percent of study completed: 62%

Estimated study completion date: Fall/Winter 2008

Project ready for TPC consideration: Summer 2009

STH 38 Oakwood Road - County K



Study Project Cost Status Table - August 2006							
Project: STH 38 Oakwood Road - County K							
Region: SE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2006	Total Study Cost Estimate Aug.2006	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.6	\$0.2	\$0.8	\$0.8	\$0.0	0.0%	

Length: Nine miles in Racine and Milwaukee counties

Existing AADT: (Annual average daily traffic) 5,400 - 10,300 vehicles per day

Need for study: This section is identified as a future congestion problem. Improvement of this facility is a substitute for the Lake Arterial Extension concept that has been removed from the RTP. Current crash rates on this segment of highway are nearly double the state average. Other problems include narrow lanes and shoulders, hills and curves including two right angle curves at County H and G that limit sight distance and severely reduce design speed.

Possible concept: Provide additional lanes where capacity expansion is warranted. Provide improved access control and remove or restrict all parking on this route.

Study status: Percent of study completed: 75%

Estimated FONSI completion date: April 2006

Estimated study completion date: September 2006  
(Functional plans will be finalized between April – August)

Project ready for TPC consideration: September 2006

USH 10/STH 441 County CB – Oneida Street



Study Project Cost Status Table - August 2006							
Project: USH 10/STH 441 County CB – Oneida Street							
Region: NE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2006	Total Study Cost Estimate Aug.2006	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$1.3	\$0.0	\$1.3	\$1.3	\$0.0	0.0%	

Length: Five miles

Existing AADT: (Annual average daily traffic) 49,000 - 60,300 vehicles per day

Need for study: The existing Little Lake Butte Des Morts (LLBDM) crossing and interchanges on both sides have operational deficiencies. The entire study area along USH 10/STH 441 requires capacity expansion to enhance operational efficiency and safety and to improve regional economic development.

Possible concept: Expand the existing USH 10/STH 441 between County CB and Oneida Street from four to six lanes. This includes upgrading the USH 41 interchange to a free-flow interchange, construction of a new bridge across LLBDM, and upgrading other interchanges along the corridor.

Study status: Percent of study completed: 100%

Federal Highway Administration signed Finding of No Significant Impact (FONSI) on 11/17/2004

Project ready for TPC consideration: January 2005



Study Project Cost Status Table - August 2006							
Project: STH 15/Old USH 45      STH 76 - New London							
Region: NE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2006	Total Study Cost Estimate Aug.2006	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$1.0	\$1.2	\$2.2	\$2.2	\$0.0	0.0%	

Length: 11 miles in Outagamie County

Existing AADT: (Annual average daily traffic) 11,300 - 15,900 vehicles per day

Need for study: Roadway structure, geometric design, and intersection design are insufficient for current and projected use. The highway's use has been changing over recent years, from a long through route to a local commuter-type route. As the area continues to develop, local traffic combined with state traffic will aggravate congestion along this segment.

Possible concept: Expand the capacity of the existing two-lane highway into a divided four-lane facility. This facility may not be divided the entire length of the project limits. This includes a potential four-lane divided highway in or around the village of Hortonville.

Study status: Percent of study completed: 90% of Draft EIS Complete

Estimated study completion date:

- Draft EIS submitted: January 2006
- Draft EIS Approval: approximately September 2006
- Corridor selection: Fall 2006
- Final EIS complete: May 2008
- ROD complete: July 2008
- Project ready for TPC consideration: Fall 2008

# USH 8 STH 35 North - USH 53



Study Project Cost Status Table - August 2006							
Project: USH 8 STH 35 North - USH 53							
Region: NW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2006	Total Study Cost Estimate Aug.2006	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$2.9	\$0.1	\$3.0	\$3.0	\$0.0	0.0%	

Length: 40 miles in Polk and Barron counties

Existing AADT: (Annual average daily traffic) 6,400 – 14,800 (rural) 11,600 – 16,100 (urban) vehicles per day

Need for study: Regional population growth and increased traffic volumes are generating concerns in several communities along the route. Approximately 50% of the project length will have 2030 volumes exceeding 12,000 AADT. There is a need to identify and preserve a future four-lane corridor in order to make sound current and future highway improvement decisions.

Possible concept: Identify the future corridor in enough detail to preserve the right-of-way. Phase construction improvements over several decades beginning with the completion of passing lanes on the existing facility, possible two-lane bypasses on four-lane right-of-way. Eventually build a four-lane facility with interchanges as project segments warrant. Use a tiered approach to achieve final consensus and corridor preservation. Tier 1 identifies basic corridor location and design standards. Tier 2 moves forward with more detailed design to achieve official mapping under 84.295. Tier 3 would be move to construction let.

Study status: Percent of Tier 1 EIS study completed: 100%  
Estimated Draft EIS public comment: Summer 2006  
Estimated study completion date: Summer/Fall 2006  
Project ready for TPC consideration: Selected segments in 2009, all segments by 2012.